

COTTAM & Co.,
NEW SHIPMENT.
FELT HATS,
STRAW HATS,
CLOTH CAPS,
SCARVES & TIES,
6-4, 6-6, 6-8.

The Hongkong Telegraph.

ESTABLISHED 1861.

"OPAL."
IN DER TONNE.
"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
79, QUEEN'S ROAD CENTRAL,
HONGKONG.

NEW SERIES No. 482 日四廿月九年二十二緒光

FRIDAY, OCTOBER 30, 1896.

五拜禮 號十三月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors:
D. Gillies, Esq.,
H. Stollerfoth, Esq.,
Chan Kit Shan, Esq.,
Chow Tung Shing, Esq.,
Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 21st October, 1896. [17]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$10,000,000
Reserve Fund.....\$5,000,000
Reserve Liability of Proprietors.....\$10,000,000

Court of Directors:
A. McConachie, Esq.—Chairman.
St. C. Michelson, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, Esq.,
G. E. Dodwell, Esq.,
M. D. Eschke, Esq.,
R. M. Gray, Esq.,
J. Kramer, Esq.,
D. R. Sassoon, Esq.,
R. Shaw, Esq.,
N. A. Slobs, Esq.

Chief Manager,
HONGKONG—T. JACKSON, Esq.

Shanghai—J. P. Wade Gardner, Esq.
London Bankers—London and County
Banking Company, Limited.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 8th October, 1896. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....\$800,000
RESERVE FUND.....\$350,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the daily balance.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " " " 3 1/2 " "
" " " 3 " " " 2 1/2 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 19th October, 1896. [53]

CARBOLINEUM-AVENARIUS

Used for 30 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.,
Hongkong, 15th May, 1896. [821]

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to
refer to; its FUNDS, annually increasing,
amount to \$3,000,000. The premiums are
moderate; and all modern features consistent
with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [464]

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have this day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Hongkong, 18th April, 1896. [1742]

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1864.

CAPITAL.....\$2,000,000
TOTAL FUNDS AND SECURITIES.....\$2,480,053
NET ANNUAL FIRE PREMIUM.....\$757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN AND CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [1371]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [34]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL, TAELS \$500,000 \$833,333.33
EQUAL TO.....
RESERVE FUND.....\$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq.,
LOU TAO SHUN, Esq.,
LOU TAO SHUN, Esq.,
MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 19th December, 1895. [1371]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 21st May, 1895. [247]

NOTICE.

WE have THIS DAY established ourselves
in this Port as GENERAL IMPORT
and EXPORT MERCHANTS.

COLLINS BROS.,
No. 39, QUEEN'S ROAD CENTRAL,
Hongkong, 10th October, 1896. [1584]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO	SAID	REMARKS
SHANGHAI	Ravenna	E. Street	About 3rd Nov.	Freight or Passage.	
LONDON	Ceylon	J. R. Lendon, R.N.R.	About 3rd Nov.	Freight or Passage.	
LONDON, &c.	Misrafor	E. G. Andrews	Noon, 5th Nov.	See Special Advertisement	
JAPAN	Vrona	C. H. S. Tocque, R.N.R.	Noon, 6th Nov.	Freight or Passage. (Passing through the Inland Sea.)	
LONDON	Manila	R. L. Haddock, R.N.R.	About 12th Nov.	Freight or Passage.	

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 29th October, 1896. [431]

FOR SALE.

G. H. MUMM & Co's CHAMPAGNE.

In cases of 2 doz. pils.....\$35 per case.
do " " quarts.....\$33 " "

SHEWAN & Co.,
Agents.
[501]



SAINT RAPHAEL WINE.

A STRENGTHENING,

DIGESTIVE TONIC WINE.

Prescribed for Bronchitis, Malaria, and during
convalescence.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.

Hongkong, 10th October 1896. [39]

THE HONGKONG BUTCHERY. VEAL SAUSAGES.

25 CENTS PER POUND.

J. TATAM,
PROPRIETOR.

Hongkong, 1st September, 1896. [60]

MEALS

MONTHLY RATES FOR

AT H.K. HOTEL

BREAKFAST.....	\$1.00
TIFFIN.....	15.00
DINNER.....	20.00
ALL 3 MEALS.....	45.00

BELDAM'S PATENT

COMPOUND METALLIC ELASTIC ENGINE PACKING.

THE BEST OF ALL PACKINGS.
REDUCES FRICTION TO A MINIMUM.
RESISTS ALL TEMPERATURES.

SHIPS' STORES OF ALL KINDS.
BEST QUALITY, CHEAPEST PRICES.
SHIPS UPHOLSTREY A SPECIALITY.

LANE, CRAWFORD & CO.
SHIPCHANDLERS, &c., &c.,
PRAYA CENTRAL.

Hongkong, 24th September, 1896. [173]

W. POWELL & CO.

ARE NOW MAKING A

SPECIAL SHOW

AUTUMN AND WINTER FASHIONS.

ALL NEW GOODS.

W. POWELL & CO.,
[100]

Hongkong, 24th October, 1896.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE EASTERN AGENTS FOR

THE ALUMINIUM AND GENERAL FOUNDRY Co.

NEW WIRE WOVE ROOFING Co.

SNOWDON'S SON'S & Co. "SNOWDRIFT."

FRASER & CHALMER'S MINING MACHINERY (Malay Peninsula);

GEIPEL'S STEAM TRAP.

LEWIS BERGER & SONS, LIMITED, PAINT MANUFACTURERS.

TURTON BROS. & MATHEWS STEEL GOODS.

Hongkong, 15th October, 1896. [30]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON;
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF

The Best Qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures.
Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-
boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.
[1030]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE

MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the new well-known JAPANESE TABLE WATER
TAN SAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

W. BREWER & CO.

LETTS' DIARIES 1897.

CHRISTMAS CARDS.

(CHINESE and JAPANESE.)

NEW BOOKS AND NEW EDITIONS.

The Queen's London.....	\$5.00	Clegg Kelly, by Crockett.....	1.20
The Old Country, 6 vols.....	24.00	Plain Tales from the Hills, by Kipling... 1.20	
Practical Engineers Hand-Book, by Hutton.....	9.00	Stable Building and Stable Fitting, by	
Mark Owalas Choice Works.....	4.00	Gettard.....	4.00
Elementary Lessons in Electricity and		Electric Lighting for Marine Engineers,	
Magnetism, by Sylvanus Thompson.....	2.50	by Walker.....	2.50

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1896. [128]

A RISING YOUNG MAN ALWAYS DRINKS

RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY

IT AND YOU WILL BE HAPPY IN THIS WORLD.

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
ICE HOUSE LANE.

F. BISHOP,
Acting Manager.
Hongkong, 11th September, 1896. [1376]



PALE ALE.

IND, COOPE & Co's

AN EXCELLENT TONIC.

TRADE MARK. —

Hong Kong, 11th September, 1896.

YUEN W. O.

TELEPHONE, No. 135.

SOLE AGENTS—

GANDE PRICE & CO.

WINE AND SPIRIT MERCHANTS.

No. 19, QUEEN'S ROAD CENTRAL.

Hongkong, 24th October, 1896. [100]

Intimations.

EXPLOSION IMPOSSIBLE.

IASTRAM'S PATENT GOLDEN MEDAL

PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG.

SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

THE

CLUB HOTEL.

5, BUND, YOKOHAMA.

HOTEL

METROPOLE.

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.

L. DEWETTE, Manager,
TOKYO.

Intimation.

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 31st October, 1896.

[1635]

Today's Advertisements.

IN THE MATTER OF ORDINANCE NO. 2 OF 1892,

IN THE MATTER OF THE PETITION OF SIDNEY LAWRENCE, OF NO. 100, QUEEN STREET, HONGKONG, IN THE COLONY OF VICTORIA, AUSTRALIA, ENGINEER, FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG, OF AN INVENTION FOR "IMPROVEMENTS IN MECHANISM FOR AND MODE OF MARINE PROPULSION."

NOTICE is hereby given that the PETITION, SPECIFICATION and DECLARATION required by the above Ordinance have been duly filed in the Office of the COLONIAL SECRETARY of Hongkong and that it is the intention of the said SIDNEY LAWRENCE, by HENRY LARDNER DENNIS, his duly authorized Agent and Attorney, to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above-named Invention.

Dated the 30th day of October, 1896.
H. L. DENNIS,
Solicitor,
64, Queen's Road Central,
Agent for the said
SIDNEY LAWRENCE.

[1675]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MELENAUS,"

Captain Towner, will be despatched as above

TO-MORROW, the 31st instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th October, 1896. [1617]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates

for NINGPO, CHEFOO, NEWCHANG,

TIENSIN, HANKOW and PORTS on the

YANGTZE.)

THE Company's Steamship

"AGAMEMNON,"

Captain Stevens, will be despatched as above

TO-MORROW, the 31st instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th October, 1896. [1670]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR CHEFOO AND TIENSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Osterbridge, will be despatched as above

ON SUNDAY, the 31st November, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th October, 1896. [1636]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the

above Ports on TUESDAY, the 3rd November,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFAIR & Co.,

General Managers.

Hongkong, 30th October, 1896. [1678]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain C. B. M. D., will be despatched as above

ON TUESDAY, the 3rd November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th October, 1896. [1677]

FOR NEW YORK, VIA SUEZ CANAL.

To follow the S.S. *Asiatic*.

THE Steamship

"CLAVERTHILL,"

Captain L. Wigley, will be despatched for the

above Port on or about the 6th November.

For Freight or Passage, apply to

SHEWAN TOMES & Co.,

Agents.

Hongkong, 30th October, 1896. [1679]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched on SATUR-

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.

INTERPORT MATCH.

PRACTICE COMPETITIONS.

THE FINAL COMPETITION of this Series

will take place TO-MORROW (SATUR-

DAY), over the 200, 300 and 600 yards distances.

Conditions as before.

Firing will commence at 2.30 P.M. sharp.

The following Members are particularly

requested to attend:—Messrs. BETHUNE, FER-

GUSON, LAMBERT, MANN, McDONALD, MC-

LENNAN, ROBERTSON, STEWART, SHEPHERD,

WROATLEY, WATSON and WOODRIDGE.

F. SMYTH,

Honorary Secretary.

Hongkong, 30th October, 1896. [1630]

Intimations.

DAKIN, CRICKSHANK &

COMPANY, LIMITED,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly

qualified English Chemist and will bear com-

parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and

other Large Consumers.

Any complaints should be addressed to the

Manager.

Hongkong, 3rd May, 1896. [1427]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,

Advertisements, &c., be addressed to the "Manager, Hongkong

Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and

not to individual members of the staff.

Communications intended for publication must be accompanied

by the name and address of the writer, not necessarily for

publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always

be open for the fair discussion by correspondents of all questions

affecting public interests, it must be distinctly understood that

the Editor does not in any way hold himself responsible for

opinions thus expressed.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND

SPIRITS.

ALL these are selected by our London House,

bought direct at first hand, imported in wood

and bottled by ourselves, thus saving all inter-

mediate profits, and enabling us to supply the

best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

PORT after removal should be rested a month

before use. When required for drinking at

once it should be ordered to be decanted at

the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner

Wines of very superior Vinages. All are

true Xeres Wines.

CLARET.—Our Clarets, including the lowest

Priced, are guaranteed to be the genuine

product of the juice of the grape and are not

artificially made from raisins and currants,

as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be

pure COGNAC, the difference in price being

merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent

quality and of greater age than most brands

in the market. The SCOTCH WHISKY

marked "E" is universally popular, and is

pronounced by the best local connoisseurs

to be superior to any other brand in the

Hongkong market.

We only guarantee our WINE AND SPIRITS

to be genuine when bought direct from us in the

Colony or from our authorized Agents at the

Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [1605]

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 30, 1896.

TELEGRAMS.

REUTER'S MESSAGE.

THE UNITED STATES ELECTIONS.

LONDON, October 28th.

Mr. Bryan is striving his utmost to win the labour vote, and his success in this direction in Chicago has caused a depression in stocks to-day.

(From Rangoon Times.)

THE PLAGUE IN INDIA.

BOMBAY, October 11th.

Nine fresh cases of plague occurred on Saturday and five to-day, with six deaths, all being people connected with the grain godowns. The Government have appointed an expert committee consisting of Dr. Manser (President), Dr. Hasbink, Dr. Harkin, Dr. Childs and Dr. Sanyal. Their duties are to thoroughly investigate the sickness, to discover its origin, its mode of spreading, and the best means of prevention. The two eminent bacteriologists who are members of this committee are at present busily at work collecting specimens and arranging rooms in the Grant Medical College to serve as their laboratory. It is expected their investigations will extend over a period of at least two months.

Ahmedabad reports no fresh cases. The municipal officials keep a strict watch at the station over the passengers from Bombay, whose articles of clothing and parcels are profusely fumigated before admitting them into the city.

BOMBAY, October 12th.

There is considerable discontent among the ignorant populace on account of the removal of sick persons suffering from bubonic fever to hospital, but the authorities are only acting on the recommendation of the Committee appointed by the Government to segregate such persons by removal to hospital. The Hindus strongly object to their relatives being removed to hospital.

Every day the disease continues to yield to the stringent measures adopted by the Municipal executive for the prevention of its growth. Day by day the fresh cases are falling off steadily and the death-rate from bubonic fever is now very small indeed.

BOMBAY, October 13th.

The situation for the last four or five days in regard to bubonic plague has remained nearly the same. Yesterday up to ten o'clock ten fresh cases, and five deaths took place. In Monday's ward there were nine cases and three deaths, in "C" ward one case and one death, and at the hospital one death.

BOMBAY, October 16th.

The plague returns to-day show 4 new cases and 8 deaths. The total up to date is 337 cases and 233 deaths.

THE OUTBREAK IN CALCUTTA.

CALCUTTA, October 12th.

The bubonic plague has made its appearance in Calcutta proper. It was added to the case reported at Howrah two cases were reported last night, one at Bhowanipore suburbs and the other in the Colootolah section of the town. Both cases have been isolated at the request of the Municipality.

The Government have deputed Doctor Banks, Civil Surgeon of Poona, to come to Calcutta immediately and supervise the cleansing of the city, on a salary of Rs. 1,000 a month. One plague case reported above is that of a Eurasian girl, Grace Hodges, aged seven, the daughter of a Preventive Officer. The family frequently receive letters from Bombay.

Two more cases of plague are just reported, one a native lad in the Jain bazaar in close proximity to the European quarter of the town and Chowringhee. The other patient is a Eurasian, named Gomes, who works as gunner on board ships and resides in Blackburn's lane off Bow Bazaar.

The plague has therefore now broken out in almost all the important parts of Calcutta. Cleansing and disinfecting has been rigorously pushed forward, but a great deal remains to be done.

CALCUTTA, October 13th.

Another suspicious case of plague is reported by the Health Officer this afternoon and one of the cases previously reported has been removed to the isolation hospital.

CALCUTTA, October 15th.

The suspicious cases of bubonic plague reported yesterday have proved on examination to be ordinary cases of fever. Two other suspected cases were reported to-day and the blood was taken for examination, but the result is not yet known.

When the Health Officer first announced that the plague was in Calcutta it caused considerable excitement, but the excitement has now changed to ridicule owing to the fact that the doctors hopelessly disagree as to the real nature of the disease and because every slight ailment is dubbed a suspicious case of plague.

The two cases conveyed to the isolation hospital are nearly well and none the worse for the attack.

A special meeting of the Municipal Corporation has been called for Saturday to consider the situation. All agree, however, that the plague scare has been productive of good, for Calcutta has been cleaned as it never was cleaned before.

LOCAL AND GENERAL.

A VERY successful race meeting was held at

Peking on the 23rd and 24th inst.

On Sunday next, the 1st November, divine service will be held on board H.L.G.M. ship *Irma*. All German residents are invited to attend this service.

THE monthly Carbine Competition of the Maxim Corps of the Volunteers will take place at Kowloon to-morrow, Saturday. The cup will be on view at the Range.

H.M.S. *Redpole* is now at Shanghai, the *Peacock* is at Nagasaki, the *Undaunted*, *Grafton* and *Frisland* are at Yokohama, the *Albatross* and *Hat* at Shanghai, and the *Zetland*, according to latest information, is residing at Hakodate after her long journey from the Behring Sea.

HER Majesty's cruiser *Porpoise*, Comdr. F. R. Pelly, which left Singapore on the 22nd instant bound for Colombo, has arrived at her destination. She is under orders to escort the torpedo destroyers *Hurdy* and *Hart* from Colombo to Singapore and will, after a brief stay at the latter port, probably convey the "destroyers" to Hongkong.

THE *Peking and Tientsin Times* explains how the 7,000,000 a year could be saved by abolishing the present system of getting "tribute" rice to Peking from the provinces.

AN express issued this forenoon reminds members of the British Mercantile Marine Officers' Association of the Social Evening at their comfortably furnished rooms in Blue Buildings to-morrow, the 31st instant. The Secretary's notice states that members' friends are cordially invited to be present.

WE hear that the forecasts of the cruiser *Narcissus* are to be lengthened to seventy feet, which will serve as a set-off to her immense funnels, blades extending her range of signalling several miles. When all her alterations are completed it is thought she will have much the appearance of the *Grafton*.

THE Hongkong Rovers will play their opening Cricket Match for this season at Happy Valley to-morrow (Saturday) at 2.30 p.m. against F. Company of the Rifle Brigade. The following will play for the Rovers:—Messrs. Shelly, Caesar, Buckley, Brown, Horley, Duncan, Kerr, Harris, Hacker, Hyndman, and Lawrence.

MR. K. INOUE, the Managing Director of the Yokkaido Tanko Tensido Kaisha, a prosperous company owning the railway system and the magnificent coal mines of the Hokkaido, Japan, was recently in Singapore and, says the *Strait Times*, appointed the Borneo Company, Limited, sole agents in the Straits for the great Hokkaido Company.

A RUMOUR has been current that H.M.S. *Rattler* is to winter at the port of Chemulpo, in Korea, but it seems to be entirely without foundation. We regret to state that the two lieutenants who left behind here the other day, suffering from fever, are still in the Naval Hospital, but it is to be hoped that the present cool and bracing weather will soon have a beneficial effect on their health.

As last the old *Tamar* shows signs of progress, the square ports cut in her side having been glazed and the new spar deck, so long talked of, is at last materializing. What appears undoubtedly like a diving lighter has been noticed howling lovingly around her, though, and we can only express a hope that her bottom is intact and will not do the "Vanishing Act" before she has seen at least a few months' service in her new rôle as a receiving ship.

As will be seen by an advertisement in another column, a concert is to be given in Victoria Hall, Duddell Street, to-morrow evening under the patronage of Colonel Norcott and the Officers of the Rifle Brigade. The programme is an excellent one, and includes the great patriotic song "India's Reply," "The Skipper," scientific boxing, step dancing, and Private R. Lang, R.B., in his "detective camera" act, which latter is said to be alone worth the price of admission.

ABOUT a month ago we called attention to the nasty drain opened for repairs in Wing Lok Street which is still uncovered, blocking the whole street, poisoning the atmosphere and menacing the health of the inhabitants. The state of the street entirely prevented the fire-engines getting within reasonable distance of the fire reported in our issue of the 28th inst., and consequently long lengths of hose had to be led down the street, causing a waste of much valuable time, and greatly increasing the danger of the fire spreading to the adjoining houses. Surely fifty yards of drain could be repaired in less than a month. If not, why not?

THE chief feature of the last Paris Exposition was the Eiffel tower, which is to be spared for the Exposition of 1900, although at one time its removal from the Exposition grounds was seriously considered to make way for something else. Among the many novel features to be introduced in the exposition of 1900 will be a world of miniature, which will stand on a foundation very much resembling that on which the Eiffel tower stands. The plans provide for a terrestrial globe, on which will appear mountains, seas, rivers, and valleys as they exist on the earth's surface, described on a mathematically correct but materially reduced scale. A miniature railway will encircle the globe. This miniature earth will be about three-fourths the height of the Eiffel tower, and will be a more conspicuous object on the exhibition grounds than even that marvellous structure.

At the Police Court this morning Charles McKinley, assistant in the employ of the Electric Company, was charged with forging a letter purporting to have been signed by Mr. W. Farmer, of the Victoria Hotel. The allegations against the accused are that he sent the forged letter, together with a parcel, to Mr. Raymond, second officer on the *Hafnslund*, and asked him to deliver the parcel, which was supposed to contain photographic plates, to a hotel keeper in Hainpang. As a matter of fact the packet contained opium and after McKinley had sent it on board he is said to have informed the French Consul that Mr. Raymond was smuggling opium. The Consul thereupon telegraphed to Hainpang and Mr. Raymond was arrested. He served five days in prison and paid a fine of \$600 on returning to Hongkong he reported to the police and McKinley was arrested. He was remanded until Monday, bail being allowed.

MEMORANDA.

TO-MORROW, 31st October.

8.00 p.m.—Entertainment at R.E.'s Theatre

Washington Barracks.

8.30 p.m.—Social Evening at the B.M.M.O.A.

Room.

9.00 p.m.—Concert in the Victoria Concert Hall,

Duddell Street.

It is reported that the Minister of Education at Seoul has published, at the expense of the Korean Government, a remarkable work, landing Confucianism and ridiculing foreigners and their inventions. Exquisite! But why doesn't the Korean Government put a well educated man at the head of the Education Department? If it did, about 50 years hence the Ruler of Korea—whoever it is—might be able to fill all the seats in the Cabinet with really intelligent and highly educated gentlemen.

THE *Kobe Chronicle* gives the following example of the way the Japanese "shut down" on Chinese obstructionism:—In reference to the Regulations recently issued by the Chinese Government relating to the steam services between Shanghai, Soochow, and Hangchow, the Japanese Consul at those places has issued a notification to the Japanese resident at each place to the effect that the Regulations in question are in contravention of the Shimoda-Tokyo Treaty, and they are not approved by the Japanese Government, so that the regulations are not binding on the Japanese and may be ignored. The regulations were published by authority to the Shanghai papers as advertisements and filled about two columns of each issue.

BIDS for the three 11,000 ton battleships authorized by the last Congress were opened at the Navy Department, Washington, on Sept. 14th. The bidders and the prices submitted were:—The Newport News Shipbuilding and Dry Dock Company, of Virginia, one ship for \$2,595,000; John H. Dalgous & Son, of Camden, N. J., one ship for \$2,661,000; the Bath Iron Works of Maine, one ship for \$2,680,000; William Cramp & Sons' Ship and Engine Building Company, of Philadelphia, one ship for \$2,750,000, and two for \$3,650,000 each, the Union Iron Works, of San Francisco, one ship for \$2,675,000. The lowest three bidders are in order, the Newport News Company, Cramp & Sons, and the Union Iron Works, the latter company being allowed a margin of four per cent. above the lowest Eastern bid to offset the difference in prices between the Atlantic and Pacific coasts. The limit of cost fixed for each ship was \$3,750,

—as a sarcastic critic term it—having reached its zenith, it is only beginning to "catch on." He tells us that the Company he represents is making enormous extensions of its works, in perfect confidence that it is necessary in order to keep pace with the demand and be prepared for great developments.

There are so many millions of men in the world who have not yet bought a bicycle and there are so many millions that have bought one, and as the craze is getting more and more all the time, the success of the Pneumatic Tyre Co. seems fully assured in view of the fact that its specialty is as popular as it is useful and a well-nigh indispensable part of the equipment of cycles in all parts of the world.

Mr. Smith left for Shanghai by the *Aden* this afternoon to prosecute his mission in the north and may even invade Peking before the winter snows render cycling in the north an utter impossibility.

LEGAL INTELLIGENCE.

COLONIAL COURT OF ADMIRALTY.

(Before His Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

October 30th.

JOHANN FRAHM v. S. S. "NINGCHOW" AND THROCKMOR RING AND OTHERS, v. S. S. "NINGCHOW"

In these suits the defendants moved that the action be dismissed.

Mr. J. J. Francis, Q.C., (instructed by Mr. H. L. Denny) appeared for the plaintiff moving and Mr. H. E. Pollock, Acting Attorney-General, (instructed by Messrs. Johnson, Stokes, and Master) represented the defendants.

Mr. Francis said in the first action the plaintiff was the master of the *Ningchow* and in the second suit the plaintiffs were the officers and crew, and the actions were brought to recover wages. The two main grounds for making the motion were, first, that the plaintiffs were suing for their wages while they were on board a foreign ship and in the second action the ship and before their engagements were concluded; and, secondly, that the vessel had been brought into the jurisdiction of the Court by fraud and by trick. The vessel had cleared at Shanghai for Cebu and after having so cleared she was brought down here in ballast for the express purpose of removing her from the jurisdiction of the Chinese Government. The vessel was owned by the Emperor of China and the only representative of the Chinese Government in Hongkong was the Commissioner of the Imperial Chinese Customs, Mr. H. M. Hillier, who was served with the proceedings by the plaintiffs' solicitor as being the only representative in this neighbourhood of the Chinese Government.

The Acting Attorney-General—Of course, my Lord, I do not admit he was served as the consular representative.

Mr. Francis—I did not use the term "consular representative."

The Acting Attorney-General—There may be a dispute as to the exact meaning of that.

Mr. Francis, continuing, said it amounted to this: The plaintiffs, collectors, being about to institute proceedings against a Chinese owned vessel flying the Chinese flag served Mr. Hillier with the notice in exactly the same form as would be served on the consular officer if such officer had been here. Counsel then quoted cases in support of his argument and said that such proceedings as these by the master and crew while they were actually on board a foreign vessel were unheard of in Admiralty practice. Vessels were sued either after their return to the port, when, after thorough examination on misconduct, the men were discharged; but until they were discharged from a ship consular was not aware of any proceedings against a foreign ship by which they could recover, and he asked his Lordship to say, in the words in a judgment of Sir Robert Phillimore, that the proceedings were "a gross abuse of the process of Admiralty." Counsel then pointed out that in the case of a foreign ship notice of action should be given to the consul for the foreign government resident in the port in which the case arose. He submitted that the consular was merely a local agent of the foreign government and as the cases he had quoted pointed out, it was not a question of the jurisdiction of the court, but a question of the comity of nations, and that, where there was no consul, any person who was authorized to represent the foreign government concerned was equally entitled to come before the Court and give reasons why, in the opinion of the foreign government, the suit should not proceed. They were not able to say what the Chinese law on the subject was. He relied on the fact that China was not sufficiently advanced in maritime matters to have any law on the subject, the ships carried on in the same footing as the mercantile marine of the civilized world were so few.

The Acting Attorney-General—My Lord, we do not admit that the Chinese Government are the owners of the vessel.

His Lordship—Mr. Attorney, I must say that it does strike one as extraordinary that this captain in his affidavit states that he does not know who the owners are.

The Acting Attorney-General—He knows there is some Taotai or mandarin connected with the vessel.

His Lordship—On the face of it it is strange that the captain does not know who the owner is.

The Acting Attorney-General—He is engaged by the charterers, Messrs. Bennetts and Co. The owners have no right to bring this motion; they have no locus standi.

Mr. Francis—The owners are the defendants, my Lord. My friend has not read the writ. The writ says "the owners and all others interested in the *Ningchow*." In Chambers the other day there was no assertion that the plaintiffs were proceeding against the charterers. I am afraid my friend is not fully instructed.

Mr. Francis, in conclusion, again asserted that the ship was brought down to Hongkong by trick and by a deliberate act of fraud on the part of the Captain in clearing the vessel for a Chinese port and then coming to this port.

The Acting Attorney-General for the plaintiffs said that many sweeping statements had been made in the course of Mr. Francis's address. Counsel readily retorted by making an observation which he learned friend made the other day, that when a counsel had a weak case he usually abused the attorney on the other side. The observations were mere abuse and rested on no foundation whatever. If his Imperial Majesty the Emperor of China was the owner of the ship the charter party should be produced. The Captain had not admitted that the Emperor of China, as counsel would call him for short, was the owner of the ship, and it was a disputed fact in the case.

His Lordship—That is a point that has created a difficulty in my own mind. I find it hard to understand how a master of a vessel recently chartered does not know who the owners of the vessel are.

The Acting Attorney-General—He has been told, no doubt, that the Emperor of China is, but that is not knowledge.

His Lordship—Is it not reasonable to think that he would know from whom the vessel was chartered?

The Acting Attorney-General said the vessel was chartered in April last for three years so as to make Messrs. Bennetts & Co. *pro tem* the owners of the ship.

Counsel had not concluded his argument at 1.30, the hour at which the Court adjourned until Monday morning.

SUMMARY JURISDICTION.

(Before His Honour Mr. T. Sarcombe Smith, Acting Puisne Judge.)

October 30th.

The following cases were fixed for the respective dates:

Monday November 2nd.

1471—Chan Sol Chon & anr. v. Tung Tai shop—Ejectment.

Tuesday, November 3rd.

1398—Leung Kan v. Mah Ying Plu (Dissolution of partnership).

1422—The Yee Shing v. Scheels & Co. \$150.00

1479—The Yee Shing v. Scheels & Co. \$22.35

Wednesday, November 4th.

1486—Wong Shun Fan v. The Man Wo Shang \$114.16

Friday, November 6th.

1316—Chin Che Shi v. Cheung Kam \$640.00

1484—Ng Yow v. Wong Ki Sum \$50.00

1490—Harigan & ors. v. J. E. Hainesworth 40.00

The following case was adjourned *sine die*—

1476—Sheik Mahomed v. Abdoolah Fran \$2.50

JUDGMENTS.

Judgment was given for the plaintiffs in the following cases—

1472—Der Awing v. The Lee Sing shop \$12.25

1477—Wing Chao shop v. Chan Lam On 212.41

1482—Wong Yau Lee v. U H Fuk 7.00

A WINGED BICYCLE.

SAN FRANCISCO, September 30th.

Oskar Freymann, a Russian, is the inventor of a brand-new flying machine which has several novel features, and which, from his success in experimenting with a model, bids fair to say, the *New York Times*, to make a decided advance toward the solution of the problem of aerial navigation. A full-sized machine is now being constructed in New York, under the inventor's supervision, and he expects that it will be finished and ready for trial in about two months. Although the experiments with the model were made a year ago, Mr. Freymann decided to keep them secret until he should have filed plans of his invention in the patent offices in Europe and America. This has now been done. Freymann's machine is a return to the principles upon which Leonardo da Vinci's aerial screw worked before Hiero of Syracusa, and it is a return from them two or three years ago and contrived a machine by means of which he succeeded in flying, or rather soaring, over considerable distances. Lillenthal postponed for future development the application of motive power and contented himself with an aeroplane capable merely of sustaining him for a time, while the soaring depended upon the force of gravitation on one hand and the force of wind on the other. Lillenthal always soared against the wind, while Freymann says that with his machine it will be possible to fly both with the wind and against it.

The most vital defect of Lillenthal's aeroplane was the difficulty of accurately calculating the downward and the point at which the machine would reach the earth. Lillenthal got many bruises and sprains in alighting and was finally killed a few weeks ago in the course of his experiments. Freymann contends that his machine will overcome this defect, and one of the means by which he hopes to bring this about is a more perfect arrangement for changing the plane of the wings. Lillenthal managed the alteration of plans by throwing the weight of his body to the front or the rear end of his machine. Freymann's machine will be merely a lever by means of which the tilt of the wings may be changed accurately and gradually as the emergency requires. Another novel feature of the machine is a bicycle arrangement, one of the functions of which is to assist in starting and in alighting.

Freymann's plan is to start from the ordinary ground level. The bicycle is ridden along for a short distance and when a certain degree of speed is attained the air pressure opens the wings and the machine begins to rise from the earth, the wing mechanism being worked also by the bicycle pedals. Thus Freymann's machine differs from Lillenthal's in being fitted for motive power, to be supplied by the legs. The hands are left free to manipulate two levers, one which regulates the tilt of the wings and another which operates a tail or rudder, fixed in a vertical plane behind.

The plans for Freymann's machine provide for eight wings, four on each side. They are to be concave-convex, the form which nearly all recent inventors have agreed upon as essential. They come to a point where they join the body of the machine, and at the extremity are broad and rounded. They are to be of silk, stretched on a frame of light steel or of willow, and strongly braced on the convex side to prevent them from breaking or being torn loose out by the pressure of the air. The motion of the wings is based upon that of the eagle's. The tips of the wings, all of which work together, describe an ellipse. As they go forward they move upward slightly, at an angle supposed to give just enough sustaining power to keep the machine going ahead on a level. As the wings drop back they close together somewhat, and then they spread open to the full again as they rise on the next round.

Another flaw that Freymann found in Lillenthal's apparatus lay in the fact that his arms were not free of the wings, and this, as well as the other, is to be corrected by lowering the seat of the operator in the machine which the former has designed. The wings are moved forward and upward and then downward and backward by means of steel rods connected with two wheels, which are revolved together by chains running from the pedals. The lever, which is grasped by the right hand, is connected by steel wires with the overhead structure, part of which is movable in such a manner as to change the general plane of the wings. The lever grasped by the left hand is connected in a similar manner with the rudder. The entire mechanism is under the control of these three things. Gravitation and the wind are expected to do the rest. The machine is designed to carry a weight of 250 pounds.

The expense of building the trial machine will be about \$600. In quantities they should be manufactured for \$200 or \$300 apiece, so that if the machine is successful there is no reason why any well-regulated family should be without one—*Chronicle*.

"MADE IN GERMANY." WHY NOT IN ENGLAND?

VARIOUS SUGGESTIONS AND ILLUSTRATIONS.

The discussion caused by Mr. Williams' book "Made in Germany," recently quoted in these columns, which has gone into a second edition, continues to occupy the attention of the English press. The *Daily News* picks up Mr. Williams as an alarmist, the *Daily Chronicle* naturally takes the other side, and the discussion goes on in a more or less desultory fashion in the other papers.

CORRESPONDENCE WITH LORD ROSEBURY. An interesting correspondence has taken place between Mr. Davidson, of Messrs Davidson and Co., Old Broad Street, whose house is the oldest firm of general importers of hardware, metals, and dry goods into Brazil, and Lord Rosebery. Mr. Davidson fully confirms what Mr. Williams says as to the steadily increasing extent to which he and his partners are becoming dependent on foreign goods. He says:—

We have in several cases been instrumental in causing home manufacturers to enter into competition with foreigners, but in many notable instances we have found our efforts unavailing, and have been forced to ally ourselves with makers on the Continent. We have always found ourselves well served abroad, not only as regards the qualities of the articles furnished, but likewise by reason of the extremely intelligent manner in which our wishes have been interpreted. Then we have found freight abroad much lower. In a word, we have been gradually forced into extending our foreign connections, at the expense of our home friends, to our infinite regret.

Mr. Davidson deprecated a Royal Commission, fearing that it might occasion delay, and suggested as an alternative that Lord Rosebery should—

with the aid of that paramount influence you possess, endeavor to obtain, by means of the evidence of merchants and others engaged in foreign trade, the proofs of the evils the existence of which you so wisely recognize. This could be effected by the circulation of well-considered questions among English merchants, not only as to the cause of the said evils, but likewise as to their remedies.

Lord Rosebery replied, explaining that in his speech at Epsom he—

intended to arouse the attention of our commercial classes to the grave inroads which are being made on our commerce by foreign powers, at any rate by one, owing to superior technical and commercial advantages, and if I may so express myself, to a more up-to-date system of manufacturing goods among foreign countries, and of adapting them to the wants of our country. I observe, however, that many correspondents fully appreciate, like yourself, this view of the case. You think a Royal Commission would be a tardy method of inquiry. I quite agree that a Royal Commission of the ordinary kind would probably bury the question under a mass of irrelevant details. What is really wanted is a small commission of inquiry to present in a compact form information which already exists, and to collect the testimony of men of experience like yourself as to the causes of and remedies for the evil.

They ought to be able to complete their inquiry and report in six, if not three months. I believe that their labors would at least result in value most of the recent efforts of Parliament.

LORD SALISBURY'S SUGGESTION. A correspondence has taken place between Lord Salisbury and the Secretary of the Associated Chambers of Commerce as to the assistance which Consuls abroad can render to British traders. Lord Salisbury enters into some detail in his reply to the various criticisms of the Associated Chambers. But the only paragraph that needs to be quoted here is his emphatic eulogy of the commercial traveller. He says:—

However, the work of the bona fide commercial traveller must continue to be appreciated, and where private commercial enterprise cannot either legitimately or with advantage be usurped by the State, and it is Lord Salisbury's belief that in well directed activity of this description, to which Chambers of Commerce no less than private firms and mercantile associations can in various degrees contribute, will be found one of the surest means of promoting British commercial interests in foreign parts.

MR. CHAMBERLAIN'S EXHIBITION. The British West Indian Colonies, in response to an appeal from Mr. Chamberlain, have sent to London a varied collection of goods "made in Germany" and elsewhere which are displacing British goods in the Colonies. The collection is on view in the rooms of the London Chamber of Commerce. The contributory colonies are Trinidad, Bermuda, the Bahamas, Barbados, and St. Lucia. There are specimens of foreign-made apparel of various kinds for men, women and children, cotton goods, cordage and twine, hardware and cutlery, hats, boots, implements and tools, leather, silk, woolen and worsted goods, and refined sugar.

The Times says:—

The present display brings before the public what is perhaps only the first of many facts which Mr. Chamberlain's useful inquiry will lay bare—namely, that foreign manufacturers have obtained a footing in the markets of British colonies because, for one reason at least, they are willing readily to adapt themselves to the peculiar conditions of particular trade.

Exhibitions, which will no doubt assume much larger dimensions, is to remain open to the public until 5th proximo, and afterwards arrangements will be made to transfer its contents either wholly or in part to the provinces.

GERMAN ENTERPRISE IN JAPAN. The *Litton Hour* for September, writing on this subject, remarks:—

It is really wonderful what pains a German will take to do trade. The latest thing out in periodicals is the German "Japanese Industrial Advertiser," distributed gratis throughout Japan, and found on the tables of the hotels and clubs, and scattered wholesale into the houses and huts. It is printed in the Japanese character, and in what is intended to be Japanese language, containing, however, many exceedingly funny mistakes, so that the many Japanese have taken to it as if it were a comic newspaper. Such mistakes are, however, pardonable, considering that it is printed in Berlin and shipped out in quires. Fancy writing a descriptive article of a factory in Japanese! And there is to be an endless series of these, all of them dealing, of course, with the greatest factories on earth—that is, in Germany—puffs prodigious without an advertisement, for no further advertisement is required. Among other things is a long list of German shippers, with details of the goods they can supply, showing that everything under the sun is either made in Germany or can be had from Germany. Not only is the "Advertiser" moving along, but it is taking a crowd of satellites with it—handbooks, pamphlets, catalogues, calendars—in fact, a complete advertising battery. And there is a Chinese edition of all this coming soon.

A GERMAN VIEW OF THE SITUATION.

Amidst the heavy masses of the Chinese Empire a wonderful life exists and the close observer must conclude that after all a great revolution will take place in the country, in which hitherto all seemed hopelessly fossilized. Until lately it was only in Japan that civilization was appreciated, but the present state of affairs has taught us that they have conquered their dislike to the powerful civiliser, the iron horse, and are entering upon new ways, even though it be in their own justifiable manner. The first question to consider when speaking of Chinese railways is naturally the more perfect development of the latent produce in the different provinces of the Empire.

That China is an immense household, and that her resources are inexhaustible is too well known. When a land includes within its frontiers more than a quarter of the inhabitants of the earth, and when it sustains such a great number of people by itself and allows them to reach a high and original culture, then it must have a strong productive power and a grand manifold gift of economy. It is unnecessary to mention that one of the most profound explorers, Ferdinand von Richthofen, has said of China that, materially speaking, it is the most blessed country on the surface of the earth, a veritable land of plenty, where the earth produces the production of the soil and also the intelligent human working power—a land of an incalculably great and important future, whose gigantic trade will gradually absorb the competitive emulation of civilized nations. It cannot for a moment be doubted that China, as a country of produce, may be placed on a par with the first countries of the world, *i.e.*, Europe, the United States and British India. A great deal, perhaps the greater part, of the resources of this richly endowed country lingers as yet in a latent condition.

China in all its productions, like the European states during the feudal ages, depends upon the human hand. Tea and silk, the two staple articles of the country, which have now been caught by the great currents of the world's trade, are produced in immense quantities in the Celestial Empire, as also rice, wheat, *soy-sauce*, vegetables, fruit, sugar-cane, cotton, &c., and its silk and cotton textures, porcelain manufactures, paper and dyes, carving art, and metal foundries have stood since ancient times on a high level. But obstinately the Chinese deplined to use steam and machine power to work the immense coal strata in the provinces of Shanai, Chihli, Szechuan, Hunan, &c., which are lying nearly idle, although the Chinese have known the heating power of pit-coal since the time of Marco Polo. For centuries they have searched for gold and silver, in such an unsystematic and irrational manner that the mountain industry of Yunnan, Kweichow, and other places practically remains unexplored. Does not China now, when she has introduced on a large scale the most important of all the European improvements, when Li Hong-chang has repeated the same decision to the London Chamber of Commerce, in a certain way say that she is resolved to make up for her neglect by special development? As soon as railway lines run between Peking and Hankow, and perhaps between Peking and Moscow, the whole industry and national energy must assume another character. The Chinese Government must then *volens volens* give up its policy of seclusion; the Chinese will have to fight a harder struggle of competition with foreign produce; and the coal consumption of locomotives will cause the magic power of the black diamonds to be utilized for industrial purposes. What gigantic creations may thus be expected from the mighty Kweichow and its tributaries, he-like diligent miners!—Translated by the P. & T. Times from *Der Ostasiatische Lloyd*.

STRENGTH OF THE CUBAN INSURGENTS.

When the present Cuban insurrection began, only a few thousand badly armed individuals opposed the Spanish troops. To-day, according to the report of a Spanish officer to the *Correspondencia* (Madrid), some 45,000 rebels are under arms. The officer gives a list of the principal insurgent bands, with the names of their chiefs and their approximate strength. We quote as follows:—

In the province of Vuelta Abajo—

Calixto Garcia 3,500
Rabi 2,500
Jose Maceo 4,500
Rodriguez 1,500
Zayas 1,000
Fonsaca 1,000
Clotilde Garcia (a woman) 800
Menditor 700
San Gully 1,000
Roldan (a Prussian) 1,500
Inlesto 1,000
Eduardo Garcia 800
Aguires 800
Perico Diaz 800
Pella Tola 1,000
Matias Ruba 1,000
Acero 1,000
Blasvenido Sanchez 600
Sanabria 400
Pilar Rosas (a woman) 200
Bierpo 500
Verinas 500

In all twenty-three bands with about 35,000.

In the province of Vuelta Abajo—

Antonio Maceo 5,000
Quintin Boudens 2,000
Misa 500
Maso 1,500
Periquito Perez 1,000
Perico Delgado 1,000
Otro Sanchez 800
Lacret 1,500
Aca 700

In all nine bands with about 14,000.

In the province of Havana—

Alberto Rodriguez 800
Octavio Hernandez 600
Refina Urra 400
Perico Acosta 500
Juan Delgado 500
Refina Cuellar 600
Mirabel 600
Cardenas, Jan 500

In all eight bands with about 4,500.

All these bands are fairly well organized. But besides these there are a great many smaller bands, formed chiefly for the purpose of pillage. In addition to these insurgents opposing the Spaniards with arms, there must be at least 25,000 Separatists who do not themselves fight, but who assist the armed forces in every way, and oppose the Spanish troops wherever they can.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Arragon*) to-morrow.
American (*China*) and prox.
Australian (*Taiwan*) 2nd prox.
English (*Ravena*) 3rd prox.
Canadian (*Empress of India*) 4th prox.
Tacoma (*Beamer*) 8th prox.
Tacoma (*Tacoma*) 14th prox.
American (*Delice*) 16th prox.

THE Canadian Pacific Railway Co.'s steamship *Empress of India* arrived at N'gaaki at 4 p.m. yesterday and left again at mid-night for Hongkong, via Shanghai.

SHIPPING RETURNS.

From 8 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Skull Steamer, from Chelof.
Fedoroff " " " " " " " "
Kanyang " " " " " " " "
Kanyang " " " " " " " "
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Kanyang " " " " " " " "
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Aggregating 15,641 tons register.

DEPARTURES.

Bowdler Steamer, for Shanghai.
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Aggregating 12,451 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Hongkong In Kowloon Dock.
Actu " " " " " " " "
Onang " " " " " " " "
Strathallin " " " " " " " "
John Batley " " " " " " " "
Pois " " " " " " " "
Skarpino " " " " " " " "
Orons " " " " " " " "
Falyang " " " " " " " "

STRONG ENGLISH WORDS.

When a person says "I suffered excruciating pain," he expresses a fact in the strongest words afforded by the English language. The word "excruciating" comes from *crux*, a cross, and signifies an intensity of agony comparable only to that endured by one who undergoes the barbarous punishment of crucifixion.

There are some diseases which, for a time, cause pain of this acute and formidable nature. To find a relief for it, when possible, is at once the impulse of humanity and the studious desire of science. Two brief examples may indicate what success is attending the effort to both comfort and cure cases of this kind.

"Nearly all my life," writes an intelligent woman, "I have borne the burden of what appeared to be incurable illness. I always felt heavy, weary, and tired. My appetite was poor, and after eating I had a cruel pain at my chest and between the shoulders. Finally the pain was so intense that I was obliged to leave my clothing and walk about the room. My nerves were disordered and irritable, and I was, consequently, really disquieted and upset. My sleep was habitually bad, and I seemed none the better for spending a night in bed. Biting but little my strength waned of necessity, and I came to be very weak. For a long time I got about feebly and with difficulty."

"In August, 1887, I had an attack of rheumatic gout, which gave me the most harrowing experience of my life. The complaint took its usual course and refused to yield to the ordinary treatment. Through the partial failure of the liver and kidneys dropsy set in and my legs and feet became puffed and swollen. I suffered excruciating pain and was confined to my bed for fifteen weeks. Remedy of every description was tried but to little purpose."

"My brother, visiting me one day, said he had been cured of an attack of dropsy by a medicine called Mother Selge's Syrup. I got a bottle from Mr. Hewitt, the chemist, in Seven Sisters' Road, and after taking it felt a trifle easier. I continued taking it, and soon the pain and swelling abated. I could eat without pain or inconvenience, and by a week's further use of the Syrup I was not only free from any local illness, but felt better than I ever did in my life before. Since then I have enjoyed continuous good health, taking a dose of Mother Selge's Syrup occasionally for some transient indisposition. You are at liberty to publish my letter. (Signed) Mrs. Elizabeth Rogers, 42, Plence Road, South Tottenham, London, September 18th, 1888."

"In January, 1895," writes another, "I had an attack of influenza, and was confined to my bed for fifteen weeks thereafter. Subsequently I was very weak, and could get up no strength. What little food I forced down (having no appetite) gave me excruciating pain, so that I was afraid to eat. I came to be exceedingly weak and had frequent attacks of dizziness. I was worn almost to a skeleton, and none thought I would recover."

"In June, 1892, Mr. Smith, a friend of mine, recommended me to try Mother Selge's Syrup, which I at once procured of Mr. George Corbally, the chemist in Hoxton. After taking it for only one week I felt greatly benefited. I could eat better, and food agreed with me. Continuing with the Syrup I grew stronger and stronger, and soon felt even better than before I was attacked by the influenza. You are free to print this statement if you wish to do so. (Signed) Mrs. Edith Halliday, 44, High Street, Hoxton, London, March 18th, 1895."

Intense pain may or may not indicate urgent danger to life, but it is hard to bear, and very exhausting just the same. In cases of rheumatic gout (Mrs. Rogers) the pain is caused by a poisonous acid in the tissues, originally produced by the decomposition of food in the stomach—indigestion or dyspepsia. The same poison acting on the liver and kidneys creates the other symptoms mentioned. In the case of Mrs. Halliday the ailment was dyspepsia, which in the first place limited influenza, and then remained to torment her."

It is best and easiest to prevent pain by using Mother Selge's Syrup immediately when the slightest illness appears.—*Advt.*

Intimations.

DAKIN, CRICKSHANK & CO., LIMITED.

NOTICE is hereby given that the FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above COMPANY will be held in the HONGKONG HOTEL on SATURDAY, the 7th of November, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st December, 1895.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th of October to the 9th of November, both days inclusive.

By Order of the Board of Directors,
W. HUGHES,
Acting Manager.

Hongkong, 28th October, 1896. [1866]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL BONUS OF FIVE per Cent. on CONTRIBUTIONS and a DIVIDEND of FIFTEEN DOLLARS per Share for the year 1895 will be PAYABLE on FRIDAY, the 9th instant.

WARRANTS may be had on application at the OFFICE of the SOCIETY on and after that date.

By Order of the Board,
N. J. ZEE,
Secretary.

Hongkong, 8th October, 189

Intimations.

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

This Excellent TONIC REMEDY is now known as
"THE PERFECTION OF MEDICINAL PREPARATIONS."
You need not suffer any longer from POOR APPETITE, INDIGESTION, HEADACHE, SLUGGISH LIVER, NERVOUSNESS, or the like, because you can be relieved by using it. LIVER, STOMACH, FLATULENCE, and all ailments of the Digestive Organs.
GIVE WAY AND DISAPPEAR BEFORE

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

PROPRIETORS—WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.

**SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN**
Capital 1,000,000
Head Office: 14, Avenue Matignon, Paris
WORKS IN EUROPE:
at Boulogne (FRANCE), France,
at Levallois (FRANCE), Belgium.
Buildings and machinery, iron and steel, bridges and viaducts, wheels, shafts, and axles, cranes, and all kinds of machinery for railways, permanent and portable (dismountable) bridges, and all kinds of machinery for steamships, boats, and all kinds of machinery for the construction of railways and bridges.
CONTRACTORS.
Constructing and repairing
Railways and Bridges.
Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the Straits Settlements and F.M.S.

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & CO., Hongkong.

Masonic.

ZETLAND LODGE,

No. 425, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd day of November, 1896, at 3 P.M., by Order of His Excellency the Governor, of Two Lots of CROWN LAND, in the Colony of Hongkong, for a term of 99 Years.

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 2nd day of November, 1896, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th October, 1896. [1645]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of November, 1896, at 3 P.M., by Order of His Excellency the Governor, of Two Lots of CROWN LAND, in the Colony of Hongkong, for a term of 99 Years.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Inland Lot No. 1,350	S. of Kennedy Road	150 120 100 80 60 40 20 10	100 80 60 40 20 10	4,000
2	Do.	Do.	110 120 100 80 60 40 20 10	100 80 60 40 20 10	3,000

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 2nd day of November, 1896, at 4 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th October, 1896. [1646]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of November, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 99 Years.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Armed Street, West of the Building, No. 710	16' 10" 14' 4"	57 08' 31' 5"	4,475 150 27' 10"	27,100

JUST RECEIVED!

A SHIPMENT "WATERLEY" BICYCLES.
Highest of all High Grades.
COLLINS BROS.,
Agents.
No. 39, Queen's Road Central.
Hongkong, 10th October, 1896. [1648]

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTONI UNITED COMPANIES)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.
ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"LETIMBRO,"
Captain Belsito, will be despatched as above TO-MORROW, the 31st instant, at Noon.
At Bombay the Steamers are discharging in Victoria Dock.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 30th October, 1896. [1650]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR CHEFOO AND TIENTSIN, VIA SWATOW.

THE Company's Steamship
"KWEIVANG,"
Captain Overbridge, will be despatched as above TO-MORROW, the 31st instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th October, 1896. [1650]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.
S.S. "Cassiopea" ... To JAVA ... 1 October.
S.S. "Federation" ... To JAVA ... 1 Nov.
S.S. "Germantia" ... To JAVA ... 1 Dec.
S.S. "Federation" ... To JAPAN ... 1 October.
S.S. "Germantia" ... To JAPAN ... 1 Nov.
S.S. "Cassiopea" ... To JAPAN ... 1 Dec.
General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Hankow, 22nd September, 1896. [1649]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)
STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, SUZ, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship
"VINDOBONA,"
Captain C. Bellen, will be despatched as above on THURSDAY, the 1st November.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 29th October, 1896. [1651]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alterations.)
Monmouthshire ... Saturday ... 14th November.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"MONMOUTHSHIRE,"
will be despatched hence for VICTORIA, (B.C.) and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 14th November.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.
For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th October 1896. [1652]

THE Steamship
"SARFEDON,"
Captain Grier, will be despatched as above on MONDAY, the 4th November.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th October, 1896. [1652]

THE Steamship
"PORT PHILIP,"
on or about the 9th November;
"MOGUL,"
on or about the 24th November.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 27th October, 1896. [1653]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUZ CANAL.
THE Company's Steamship
"OMI MARU,"
Captain C. Young, will be despatched for the above Ports on WEDNESDAY, the 18th Nov., at Noon.
This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.
A duly qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 27th October, 1896. [1653]

NIPPON YUSEN KAISHA,
JAPAN-AUSTRALIA LINE.
(Under Mail Contract.)
FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship
"OMI MARU,"
Captain C. Young, will be despatched for the above Ports on WEDNESDAY, the 18th Nov., at Noon.
This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.
A duly qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 27th October, 1896. [1653]

THE Steamship
"CLAN MACFARLANE,"
Templeton, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 27th October, 1896. [1653]

THE Steamship
"WILLIAM J. ROYCE,"
Captain J. Lancaster, is loading for the above Port, and will have quick despatch.
For Freight, apply to
ARNOLD, KAMBERG & Co.,
Agents.
Hongkong, 18th October, 1896. [1653]

THE Steamship
"WILLIAM J. ROYCE,"
Captain J. Lancaster, is loading for the above Port, and will have quick despatch.
For Freight, apply to
ARNOLD, KAMBERG & Co.,
Agents.
Hongkong, 18th October, 1896. [1653]

THE Steamship
"WILLIAM J. ROYCE,"
Captain J. Lancaster, is loading for the above Port, and will have quick despatch.
For Freight, apply to
ARNOLD, KAMBERG & Co.,
Agents.
Hongkong, 18th October, 1896. [1653]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 25th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 20th January, 1897.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 6, 9, 12 and 18 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.
The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddar's Street. [3]

Hongkong, 28th October, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 12th Nov., at Noon.
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Sunday, 30th Nov., at Daylight.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 17th Dec., at Noon.

THE U. S. Mail Steamship
"CHINA,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 12th November, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 30th September 1896. [1654]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAILMER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT
REASONABLE PRICES.

Hongkong, 19th May, 1896. [1655]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUST-ALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"MIRZAPUR,"
Captain E. G. Andrews, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 5th November, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "Peninsular," leaving that Port on the 28th November, for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd October, 1896. [1651]

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK-SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia ... Tuesday ... 10th Nov.
Sachsen ... Tuesday ... 5th Dec.
Bayern ... Tuesday ... 5th Jan.
Friedrich ... Tuesday ... 2nd Feb.

ON TUESDAY, the 10th day of November, 1896, at 4 A.M., the Company's Steamship "PREUSSEN," Capt. P. Wenzel, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 7th Nov. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 9th Nov., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 9th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Liscen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 17th October, 1896. [1655]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The VICTORY NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINE.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Braemar ... 3.60 ... Tuesday ... 11th Nov.
Tacoma ... 3.50 ... Tuesday ... 11th Dec.
Victoria ... 3.67 ... Tuesday ... 11th Dec.
Olympia ... 2.6.8 ... Tuesday ... 11th Jan.
Braemar ... 3.60 ... Tuesday ... 11th Feb.

THE Steamship
"BRAEMAR,"
Captain E. Porter, sailing at Noon, on TUESDAY, the 17th November, will proceed to VICTORIA, (B.C.) and TACOMA, (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 24th October, 1896. [1656]

Printed and Published by CHESNEY DUNCAN at No. 5, Paddar's Hill, in the City of Victoria, Hongkong.